pedestrians, specially school children;

(b) All State Governments to improve the quality of driver education and training and strict control over issue of driving licences;

(c) All State Governments to set up adequate number of training institutes and road safety centres;

(d) All State Governments to strictly enforce regulations relating to fitness of motor vehicles and their continued monitoring;

(e) To provide for deterrent punishment in the Motor Vehicles Act for serious traffic violations like drunken driving, driving under the influence of drugs, rash and negligent driving, crossing of red lights etc.

(f) All State Governments to make wearing of crash helmets compulsory.

The Government has also taken steps to bring in legislation from time to time for a better road discipline. The responsibility for enforcement and implementing legislative and other measures is that of the State Governments. However, the State Governments are frequently advised to take all possible measures. In this regard, in a recent communication, the State Governments were advised inter-alia the following:

(i) Redesign intersection and traffic signals (synchronization)

(ii) Display/indicate traffic diversion routes for peak hours

(iii) Proper designing of sidewalks and their maintenance

(iv) Clear road encroachments

(v) Vehicles carrying goods including tractor-trolleys should not be allowed to carry passenger

(vi) Ensure enforcement of regulations with respect of vehicles carrying hazardous goods

(vii) Enforce strictly provisions contained in Chapter VII of Motor Vehicles Rules, 1989 relating to construction, equipment and maintenance of motor vehicles

(viii) All possible awareness programme.

In addition a number of engineering measures are being taken to improve road safety on National Highways. These unclude widening 2 lane section to 4 lane sections, single lane to 2 lane sections, replacement of level crossing by Railway over bridge, improvement of hazardous locations and provision of reflective road signs and thermoplastic road markings.

In view of the steps outlined above, it is not considered necessary to set up a Task Force.

Forcible Occupation of Calcutta Port Trust Land

1528. SHRI K.M. SAIFULLAH:
DR. Y. LAKSHMI PRASAD:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a former Jailbird is in forcible occupation of 4 lakh square feet of prime land of Calcutta Port Trust on the bank Hooghly;

(b) if so, the details thereof; and

(c) the action taken to get the land vacated?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) to (c) In the absence of a specific reference about the Jailbird, no details can be furnished.